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1860. The extent and kind of assistance given by the public are made clear by Dr. Phillips' full account. On the whole, the aid given by the state and local governments in South Carolina and Georgia seems to have been controlled by economic motives and not by baneful political considerations. The construction and management of the Western and Atlantic by the state of Georgia were not above criticism, but there was no such general corruption and grafting as developed in connection with the Pennsylvania State Works.

Another fact shown by the volume is the slow technical progress made by American railroads, particularly those in the southern states, prior to the Civil War. With limited capital and the light traffic of a new country, our railroads were obliged to start in a crude way; indeed the great technical advance of the railroads of this country began about 1870. Dr. Phillips makes a favorable showing for the technical efficiency of the southern railroads (p. 386) as compared with those of the northern states—possibly a too favorable estimate.

The author shows that the effects of the railroads upon the antebellum South were not revolutionary. The cheapening of transportation and the development of commerce with the North and West caused the South to raise less food, to do less manufacturing and to devote its capital and labor more exclusively to single-crop cotton culture. The railways did nothing to undermine the institution of slavery, except indirectly by increasing the intercourse and communication between the northern and southern sections.

Professor Phillips has written a scholarly book rich in detail. He has placed students of social as well as economic history under lasting obligations.

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*A Critical Examination of Socialism.* By W. H. MALLOCK.  
New York and London: Harper & Brothers, 1907. Pp.  
vii+303.

This book is the outgrowth of Mr. Mallock's recent American lectures delivered under the auspices of the Civic Federation of New York. The central thesis of the discussion is the proposition

(which the author appears to think deserves elaborate proof and illustration) that "ability" is a productive factor.

Marx, says Mr. Mallock, denied the productiveness of ability by assuming that common manual labor alone produces wealth. (Expressions used by Mr. Mallock to denote Marx's concept of labor as thus used are: p. 13, "manual labor, estimated in terms of time;" p. 14, "the labor of the average multitude;" p. 21, "that use of hands and muscles by which the majority of mankind have always gained their livelihood"). The so-called scientific foundation of socialism is therefore manifestly unsound or as our author puts it: "this basic doctrine of so-called scientific socialism is the greatest intellectual mare's-nest of the century which has just ended." This fact, he assumes, is known to contemporary socialists who recognize the necessity of directive authority in production. But the means by which they propose to secure the efficient functioning of this factor do not provide either an effective test of the relative directive ability of men nor an efficient motive for its complete exercise. Socialist reasoning in general, therefore consists of "a poisonous prescription founded on a false diagnosis." On the other hand, we are told, the present order while providing for the efficient co-operation of directive ability, actually gives to labor more than it produces and is not to be condemned because it does not secure a personal equality impossible in a world of unequal men and inconsistent with general well-being.

It is difficult for the intelligent and fair-minded student to characterize this book in moderate terms. Whatever may be our personal attitude toward socialism, we all wish, I take it, to see it discussed, when discussed, with fairness and comprehension. In this work neither of these virtues is in evidence. Mr. Mallock's is the advocates plea, full of subtlety and misrepresentation, while his main criticism of Marxian theory, which apparently gives form and color to the whole treatment, is based upon a merely vulgar misunderstanding, since it goes without saying that the labor substance ("homogeneous human labor," "human labor in the abstract," "human labor, pure and simple," "average labor power of society," "simple average labor") in which Marx sought the source and measure of value was not manual labor in the concrete but that productive power which is the common essence of all human effort directed toward the creation of commodities. It would be interest-

ing to know whether Mr. Mallock has really ever read Marx' *Capital*, and, if so, for what purpose.

On its positive or non-controversial side the book before u merits no particular comment. Where it is not positively erroneou it is merely commonplace.

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## NOTICES

*Sozial-Statistik.* VON DR. GOTTLIEB SCHNAPPER-ARNDT. Leipzig: Werner Klinkhardt, 1908. 8vo, pp. xxii+642.

The editor, Dr. Leon Zeitlin, has here gathered together the results of several series of lectures delivered by the author during the years 1901-4. The original lecture form has generally been retained, and but few changes made, except to bring the statistics down to date. After a brief introduction on the history of statistics, which one could wish longer, the rest of the volume is about equally divided between *Bevölkerungslehre*, *Wirtschaftsstatistik*, and *Moralstatistik*. Under the last named are included statistics of religious sects, prostitution, drunkenness, suicide, and crime. In general scope and character (aside from the lecture form) this work much resembles Mayo-Smith's *Statistics and Sociology*, though less exhaustive. As the editor remarks, the author looks upon statistics as a domain with a wide and varied outlook on life and the activities of mankind. Liberal use has been made of the statistics of all countries, and the volume should prove a useful addition to the works on this subject. A word should be said for the technical makeup. The diagrams, though not showing as great a variety in construction as one might expect, are well executed, while the press work, type, and paper are decidedly above the ordinary.

*Cours d'économie politique.* Livre cinquième, *Les finances publiques et le budget de la France*; livre sixième, *Les travaux publics et les transports.* Par C. COLSON. Paris: Gauthier-Villars, 1907. 8vo, pp. 443 and 527.

The appearance of these two volumes marks the completion of this work, the previous four volumes having been devoted to *Théorie générale des phénomènes économiques*; *Le travail et les questions ouvrières*; *La propriété des biens corporels et incorporels*; and *Les entreprises du commerce et la circulation*. Vol. I is now issued in a revised edition, and the demand has necessitated a reprint of the others. Of the new volumes that on public finance is devoted largely to the conditions in France. It discusses the budget, the debt, revenue, and expenditure, and the theory of taxation, besides describing the system of taxation in France, and the financial condition of the other leading nations. In the final volume the author describes the transportation facilities, explains their function, and discusses the questions of railroad rates and combinations. The three final chapters deal with the relation of the state to industry. The